

## **Amendments to the Claims**

This listing of claims will replace all prior versions, and listings, of claims in this application.

### **Listing of Claims**

1. (currently amended) A method for reducing emissions at least a cylinder of multi-cylinder internal combustion engine with adjustable valve timing, the method comprising:  
adjusting a valve opening position of said at least a cylinder in response to a request to stop said engine;  
**deactivating fuel injection to said cylinder in response to said request and**  
operating said at least a cylinder for at least one intake stroke of said at least a cylinder after said valve opening position adjustment **and said fuel deactivation.**
2. (currently amended) The method of Claim 1 wherein said valve is an **electrically actuated** intake valve.
3. (original) The method of Claim 2 wherein said intake valve opening position is between 30 and 180 crank angle degrees after top-dead-center of the intake stroke of said cylinder.
4. (original) The method of Claim 1 wherein said valve is an exhaust valve.
5. (original) The method of Claim 4 wherein said exhaust valve opening position is between 0 and 120 crank angle degrees after top-dead-center of the exhaust stroke of said cylinder.

6. (previously presented) The method of Claim 1 further comprising adjusting spark timing based on said request.

7. (currently amended) A method for reducing emissions of at least a cylinder of multi-cylinder internal combustion engine with adjustable valve timing, the method comprising:

~~adjusting~~ **delaying** a valve opening position of said at least a cylinder in response to a request to stop said engine;

~~adjusting~~ **delaying** a valve closing position of said at least a cylinder based on said ~~adjusted~~ **delayed** valve opening position; and

operating said at least a cylinder for at least one intake stroke of said at least a cylinder after said valve opening and said valve closing position adjustments.

8. (original) The method of Claim 7 wherein said valve is an intake valve.

9. (original) The method of Claim 8 wherein said intake valve opening position is between 30 and 180 crank angle degrees after top-dead-center of the intake stroke of said cylinder.

10. (original) The method of Claim 7 wherein said valve is an exhaust valve.

11. (original) The method of Claim 10 wherein said exhaust valve opening position is between 0 and 120 crank angle degrees after top-dead-center of the exhaust stroke of said cylinder.

12. (previously presented) The method of Claim 7 further comprising adjusting spark timing based on said request.

13-30. (cancelled)

31. (previously presented) The method of Claim 1 wherein said valve is an electrically actuated valve.

32. (previously presented) The method of Claim 31 wherein said electrically actuated valve is an electromechanical valve.

33. (previously presented) The method of Claim 7 wherein said valve is an electrically actuated valve.

34. (previously presented) The method of Claim 33 wherein said electrically actuated valve is an electromechanical valve.

35-44. (cancelled)

45. (new) A method for reducing emissions at least a cylinder of multi-cylinder internal combustion engine with adjustable valve timing, the method comprising:

adjusting a valve opening position of said at least a cylinder in response to a request to stop said engine;

operating said at least a cylinder for at least one intake stroke of said at least a cylinder after said valve opening position adjustment; and

adjusting fuel injection timing to be coincident with valve opening of said at least one stroke.

46. (new) The method of Claim 45 wherein said valve is an electrically actuated valve.

47. (new) The method of Claim 45 wherein said electrically actuated valve is an electromechanical valve.

48. (new) The method of Claim 45 wherein said valve is an electrically actuated intake valve.

49. (new) The method of Claim 48 wherein said intake valve opening position is between 30 and 180 crank angle degrees after top-dead-center of the intake stroke of said cylinder.

50. (new) The method of Claim 45 wherein said valve is an exhaust valve.

51. (new) The method of Claim 50 wherein said exhaust valve opening position is between 0 and 120 crank angle degrees after top-dead-center of the exhaust stroke of said cylinder.